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PHOTOGRAPHIC INTERPRETATION COMPENDIUM



SOUTHEAST ASIA ACTIVITY REPORT

**THANH HOA/VINH
RAIL SEGMENT**

NPIC/R-68/68

MAY 1968

COMPENDIUM NO 82

Declass Review NIMA/DoD

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TITLE **NPIC/R-68/68**

May 1968

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SUMMARY

The Thanh Hoa/Vinh rail segment is the southern 75 nm portion of the 169 nm, meter-guage, Hanoi/Vinh Rail Line (See compendium No 81, NPIC R /68, for a detailed study of the Hanoi/Thanh Hoa Rail Segment). The North Vietnamese consider the segment an important route for moving material

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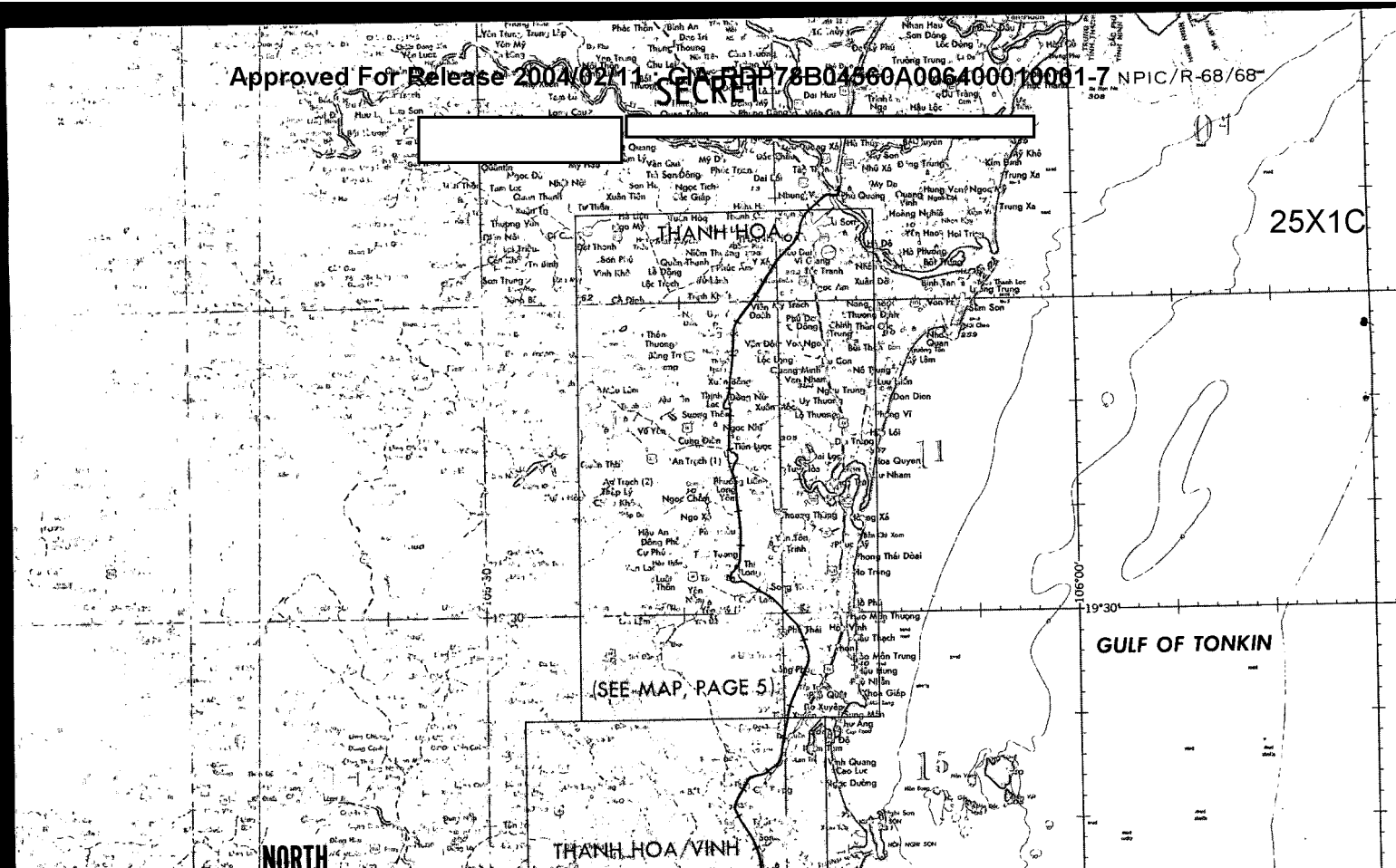
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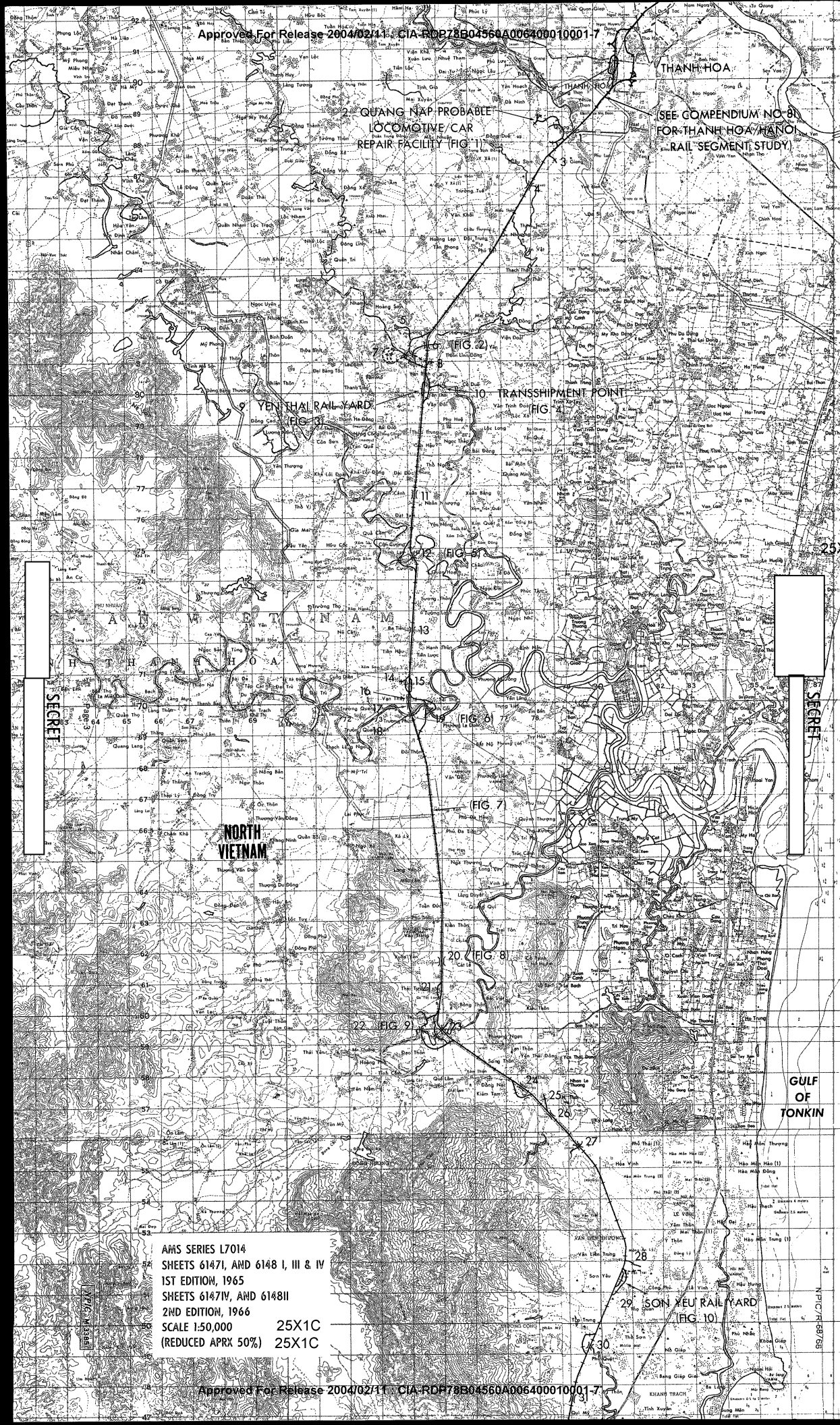
GULF OF TONKIN

(SEE MAP, PAGE 5)

NORTH

THANH HOA VINH





SEE COMPENDIUM NO. 81
FOR THANH HOA/HANOI
RAIL SEGMENT STUDY

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AMS SERIES L7014
SHEETS 6147I, AND 6148 I, III & IV
1ST EDITION, 1965
SHEETS 6147IV, AND 6148II
2ND EDITION, 1966
SCALE 1:50,000 25X1C
(REDUCED APRX 50%) 25X1C

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FIGURE 1. PROBABLE LOCOMOTIVE/CAR REPAIR FACILITY AND ASSOCIATED RAIL ACTIVITY, QUANG NAP AREA, NORTH VIETNAM

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DESCRIPTION OF SELECTED FACILITIES

1. Quang Nap Rail Bridge, 19-47N 105-45E (WG794884). Serviceable single-span rail bridge over a stream.

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2. Quang Nap Probable Locomotive/Car Repair Facility and Associated Rail Activity, 19-47N 105-45E. The Facility was identified in [REDACTED] (SEA Activity Report Summary 42) in a karst area at WG782887 and consists of a small four-track holding yard, a probable repair building with two tracks entering the building, and 2 support buildings. The single track access spur joins the main line at WG790880. Other rail spurs in the area include a serviceable spur which terminates at WG786884, and a serviceable spur which terminates at WG786880 and is also part of an unserviceable turning wye (Figure 1).

3. Vi Giang Rail Spur, 19-47N 105-45E. Serviceable rail spur extends east from the main line and terminates at the base of a karst hill at WG788874.

4. Thieu Son Rail Bridge, 19-46N 105-44E (WG779865). Serviceable single-span rail bridge over a stream.

5. Son Luong Rail Spur, 19-43N 105-42E. Serviceable rail spur extends NW from a rail by-pass and terminates with two holding tracks at WG736820. [REDACTED]

25X1D

6. Tho Ngoc Multiple River Crossings, 19-43N 105-42E. The main 3-span rail bridge at WG746815 is partially destroyed but there is evidence of reconstruction. The rail by-pass bridge at WG742812 is unserviceable but shows evidence of reconstruction. The five-span rail by-pass bridge at WG732819 is serviceable (Figure 2).

25X1B

7. Tho Hgoc Rail Dispersal Spurs (Abandoned), 19-43N 105-42E (WG734812). Construction has been abandoned on the three loop dispersal rail spurs in an area surrounded by karst hills.

8. Tho Hgoc Rail Spur East, 19-43N 105-42E. Serviceable rail spur extends east from the main rail line and terminates at WG748809.

9. Yen Thai Rail Yard, 19-43N 105-42E (WG745801). Approximately 2,000 ft long by three tracks wide (two tracks destroyed/dismantled). A rail by-pass circumvents the yard to the east (Figure 3).

10. Yen Thai Rail Spur, 19-42N 105-42E. A serviceable rail spur extends east from a rail by-pass around the Yen Thai Rail Yard and terminates near a transshipment area at WG751801. Note the three empty 2-axle flat cars [REDACTED]

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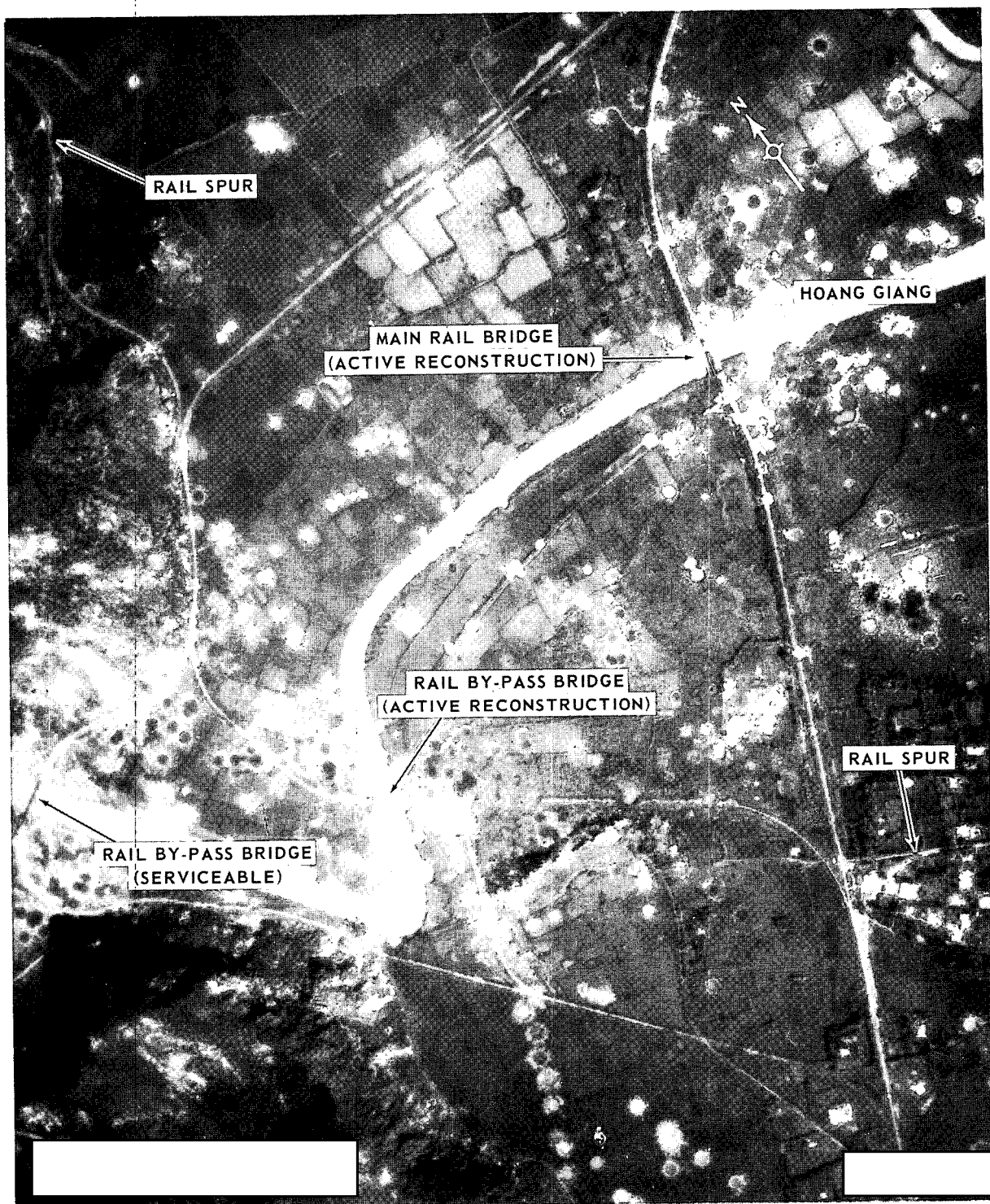
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FIGURE 2. RAILROAD RIVER CROSSINGS, THO NGOC AREA, NORTH VIETNAM

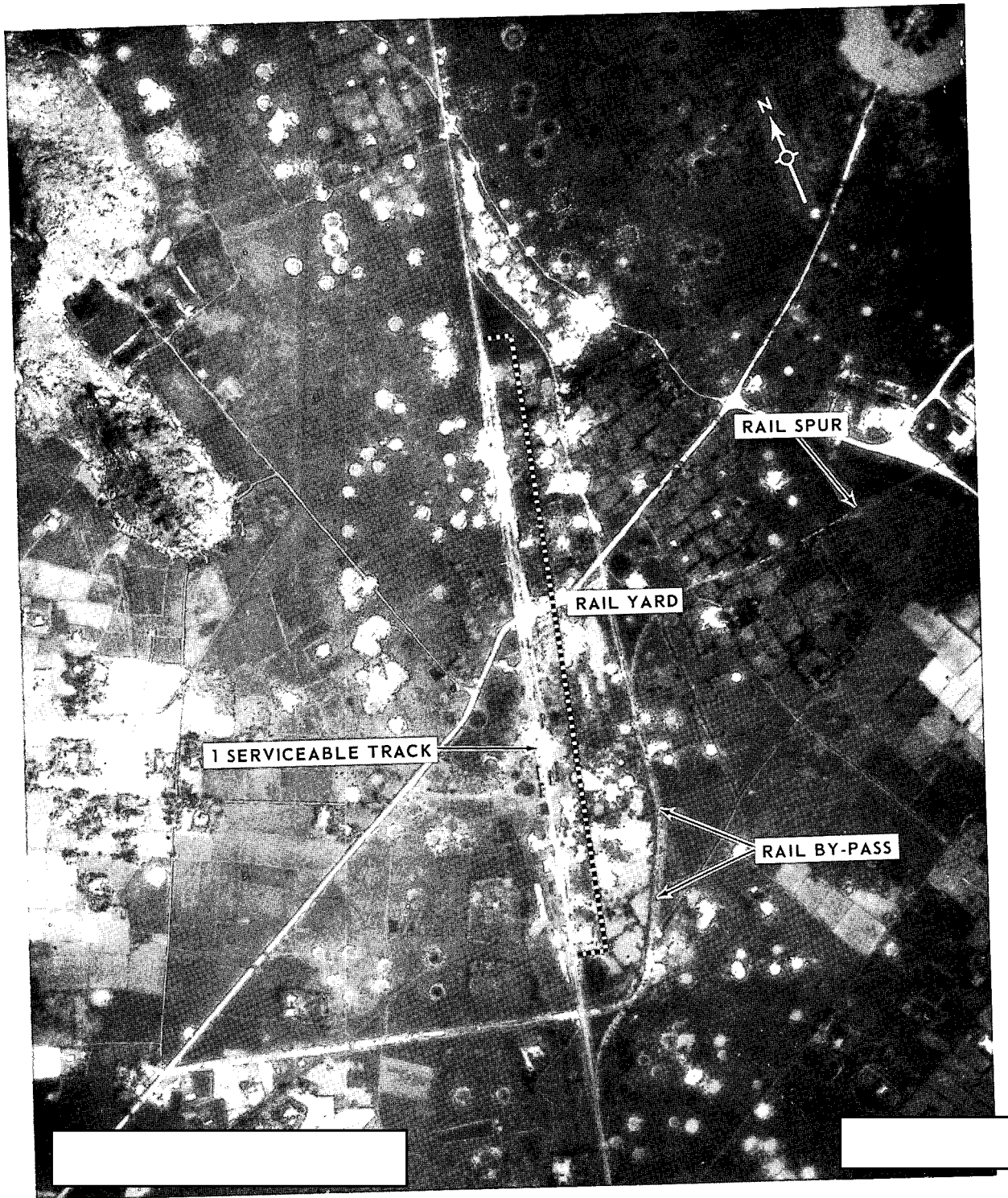
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FIGURE 3. RAIL YARD, YEN THAI, NORTH VIETNAM

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11. Nhan Nhuong Rail Bridge, 19-41N 105-42E (WG742767). Serviceable single-span rail bridge over a drainage ditch.

12. Thinh Lac Multiple River Crossings, 19-40N 105-42E. The main five-span rail bridge at WG741747 is unserviceable but there is evidence of reconstruction. The rail by-pass bridge at WG736746 is serviceable (Figure 5).

13. Ba Tieu Rail Bridge, 19-38N 105-42E (WG741723). Serviceable two-span rail bridge over a stream.

14. Ga Minh Coi Rail Spur, 19-37N 105-42E. Unserviceable rail spur extends west from a rail by-pass and terminates at WG736707.

15. Ga Minh Coi Passing Track, 19-37N 105-42E (WG740706). Track is approximately 1,600 ft long and unserviceable with at least 7 interdiction points noted. Serviceable rail by-pass extends west around the area.

16. Van Thuy Rail Bridge, 19-37N 105-42E (WG739701). Serviceable four-span rail bridge over an excavation. The bridge is being camouflaged.

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FIGURE 4.

YEN THAI, NORTH VIETNAM

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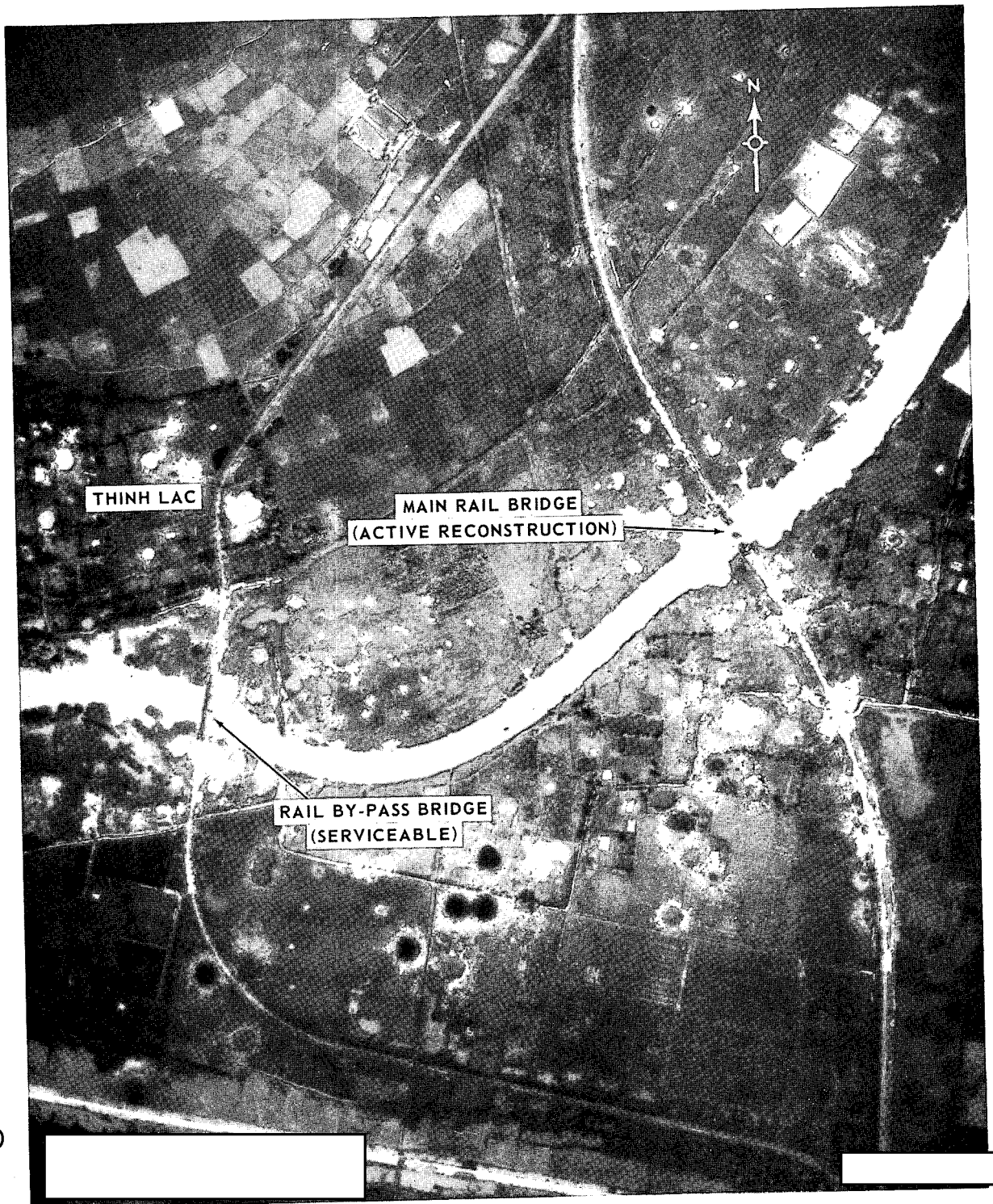


FIGURE 5. RAILROAD RIVER CROSSINGS, THINH LAC, NORTH VIETNAM

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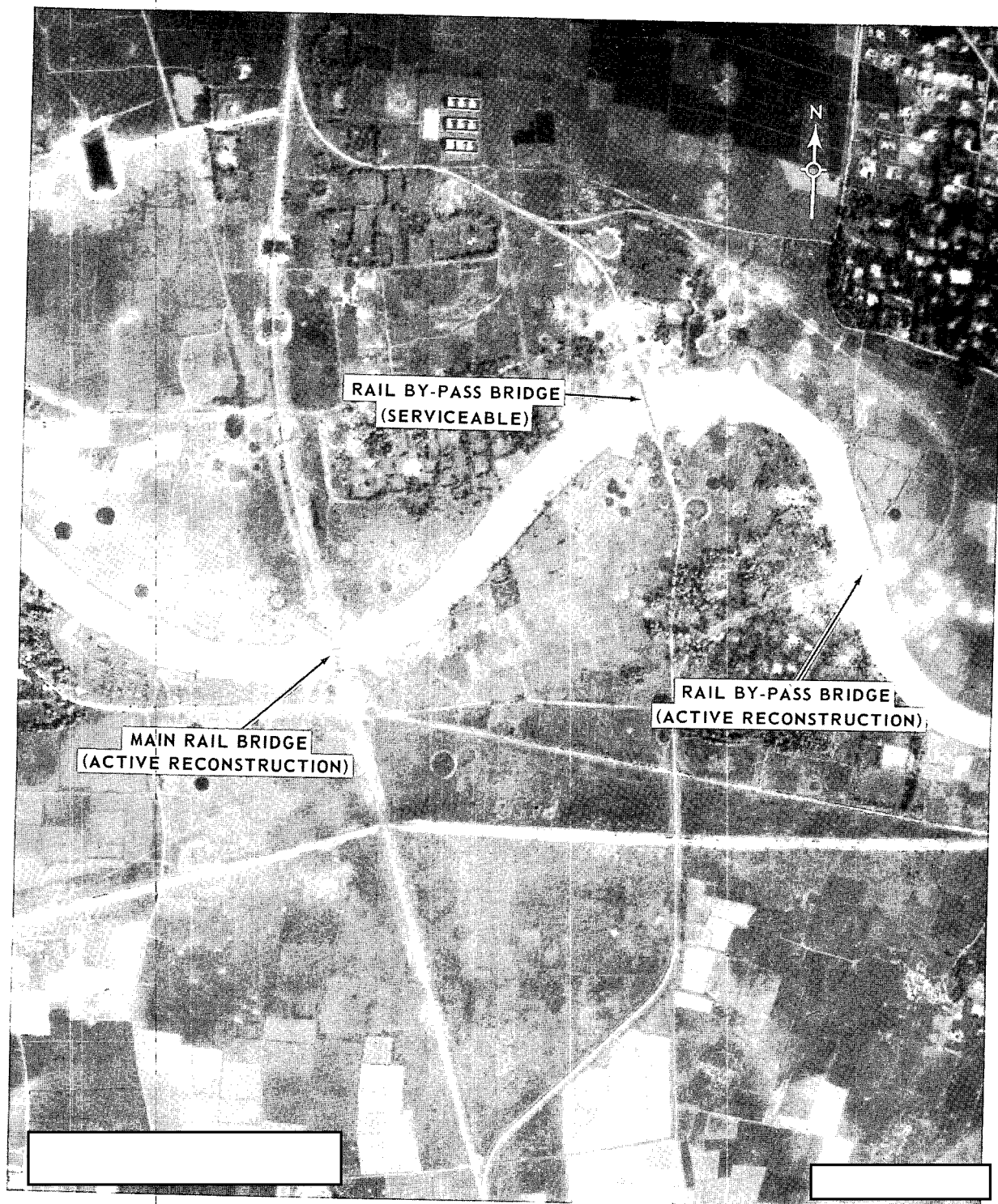


FIGURE 6. RAILROAD RIVER CROSSING, TRUONG QUANG TIEN AREA, NORTH VIETNAM

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17. Van Thuy Rail Bridge, 19-37N 105-42E (WG739700). Serviceable four-span rail bridge over an excavation.

18. Van Thuy Rail Bridge South, 19-37N 105-42E (WG740698). Serviceable four-span rail bridge over an excavation.

19. Truong Quang Tien Multiple River Crossing, 19-37N 105-42E. The main seven-span rail bridge at WG740696 is unserviceable but there is evidence of reconstruction; the seven-span rail by-pass bridge at WG744699 is serviceable; and the nine-span rail by-pass bridge at WG746697 is unserviceable but under reconstruction (Figure 6). Figure 7 shows the type of rolling stock normal to this segment of rail line. The train consists of 6 modified two-axle flat cars pulled by two lorries.

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20. Cat Le Rail Bridge, 19-32N 105-42E (WG749616). Serviceable two-span rail bridge over a stream. The bridge is (Figure 8) to

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21. Thai Tuong Passing Track, 19-32N 105-42E (WG749608). Track is approximately 1,500 ft long. A station building is adjacent.

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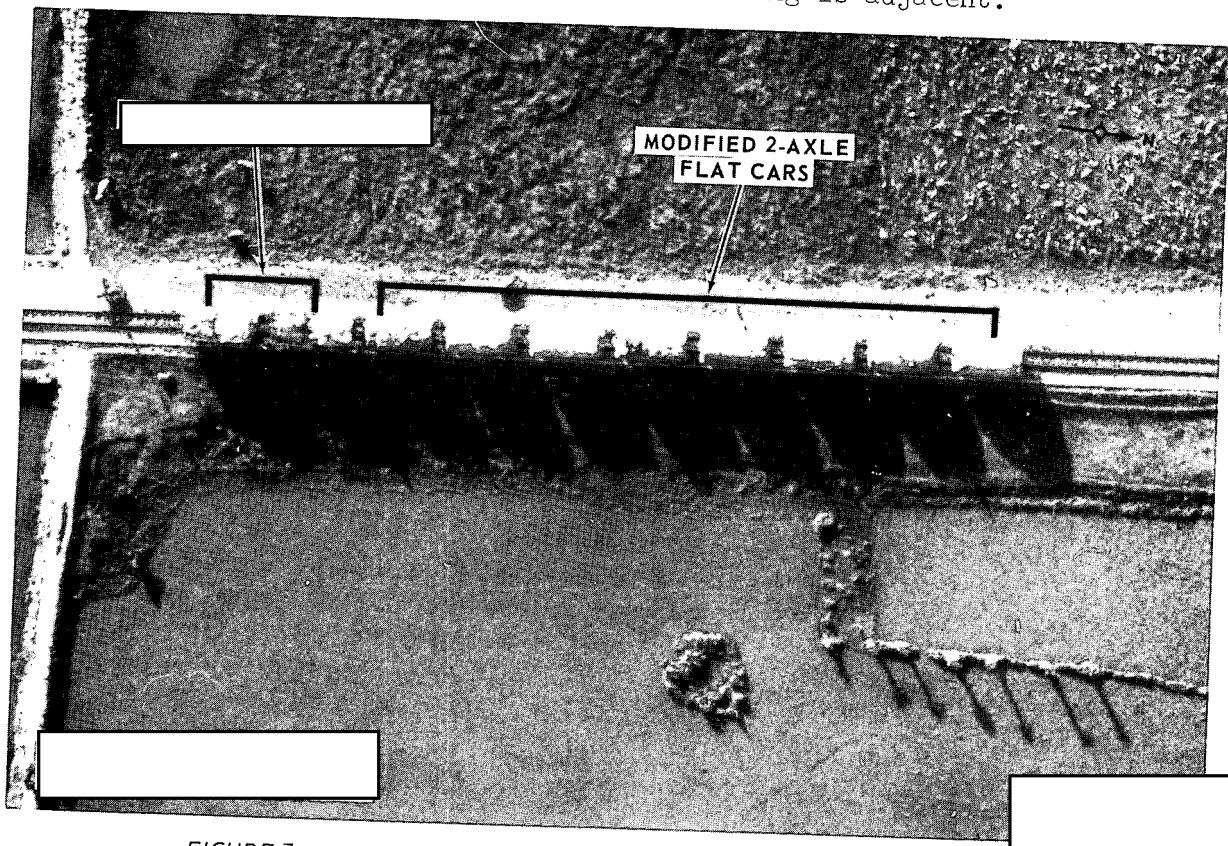


FIGURE 7. MODIFIED TRAIN SOUTH OF THANH HOA, NORTH VIETNAM

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23. Thi Long Multiple River Crossings, 19-31N 105-42E. The main three-span rail and highway bridge at WG749594 is partially destroyed but there is evidence of reconstruction; the four-span rail by-pass bridge at WG748593 is serviceable; and the five-span rail by-pass bridge at WG742594 is destroyed.

24. Thi Long Multiple River Crossings SE, 19-30N 105-44E. The main four-span rail bridge at WG775576 is partially destroyed; and the four-span rail by-pass bridge at WG776572 is serviceable. Subsequent photography reveals reconstruction work on the main rail bridge.

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25. Thai Thon Rail Spur, 19-30N 105-44E. Unserviceable rail spur extends north from the main rail line and terminates at WG781573.

26. Thai Thon Rail Bridge, 19-30N 105-44E (WG784567). Serviceable two-span rail bridge over a drainage cut.

27. Nap Bang Rail Bridge, 19-29N 105-45E (WG793557). Serviceable three-span rail bridge over a stream.

28. Mong An Ly Rail Spur, 19-27N 105-46E. Serviceable rail spur extends ESE from the main rail line and terminates at WG812518. Construction continues on this spur and rejoins the main line at WG806517.

29. Son Yeu Rail Yard, 19-27N 105-46E (WG805514). Approximately 2,900 ft by 3 tracks wide with all facilities destroyed (Figure 10).

30. Phu Quat Multiple River Crossings, 19-26N 105-45E. The main four-span rail bridge at WG796492 is serviceable; [redacted] rail by-pass bridge at WG796495 is serviceable; and construction is abandoned on a rail by-pass just west of the main bridge.

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31. Qui My Rail Bridge, 19-25N 105-45E (WG790475). Serviceable [redacted] bridge over a stream.

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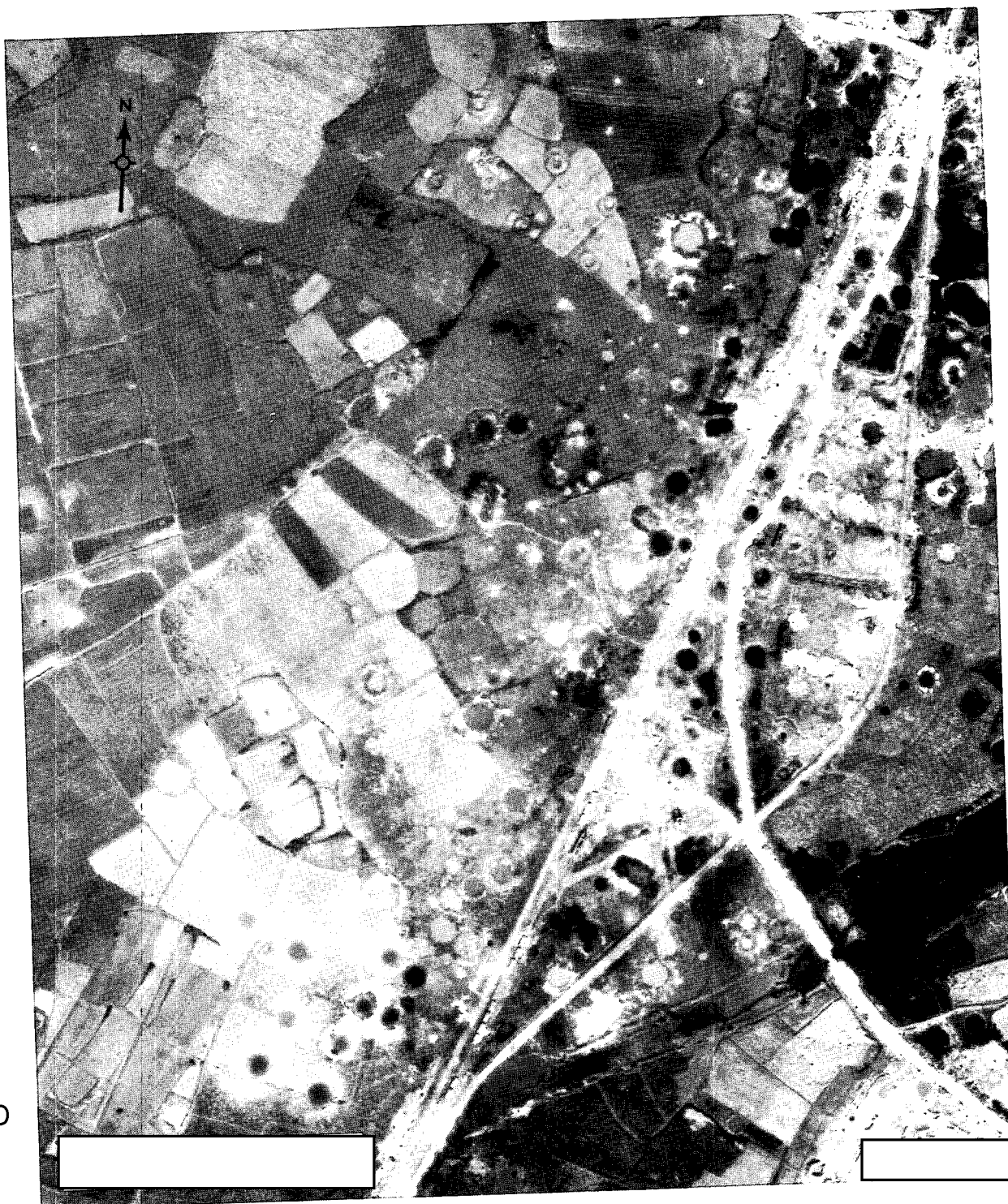
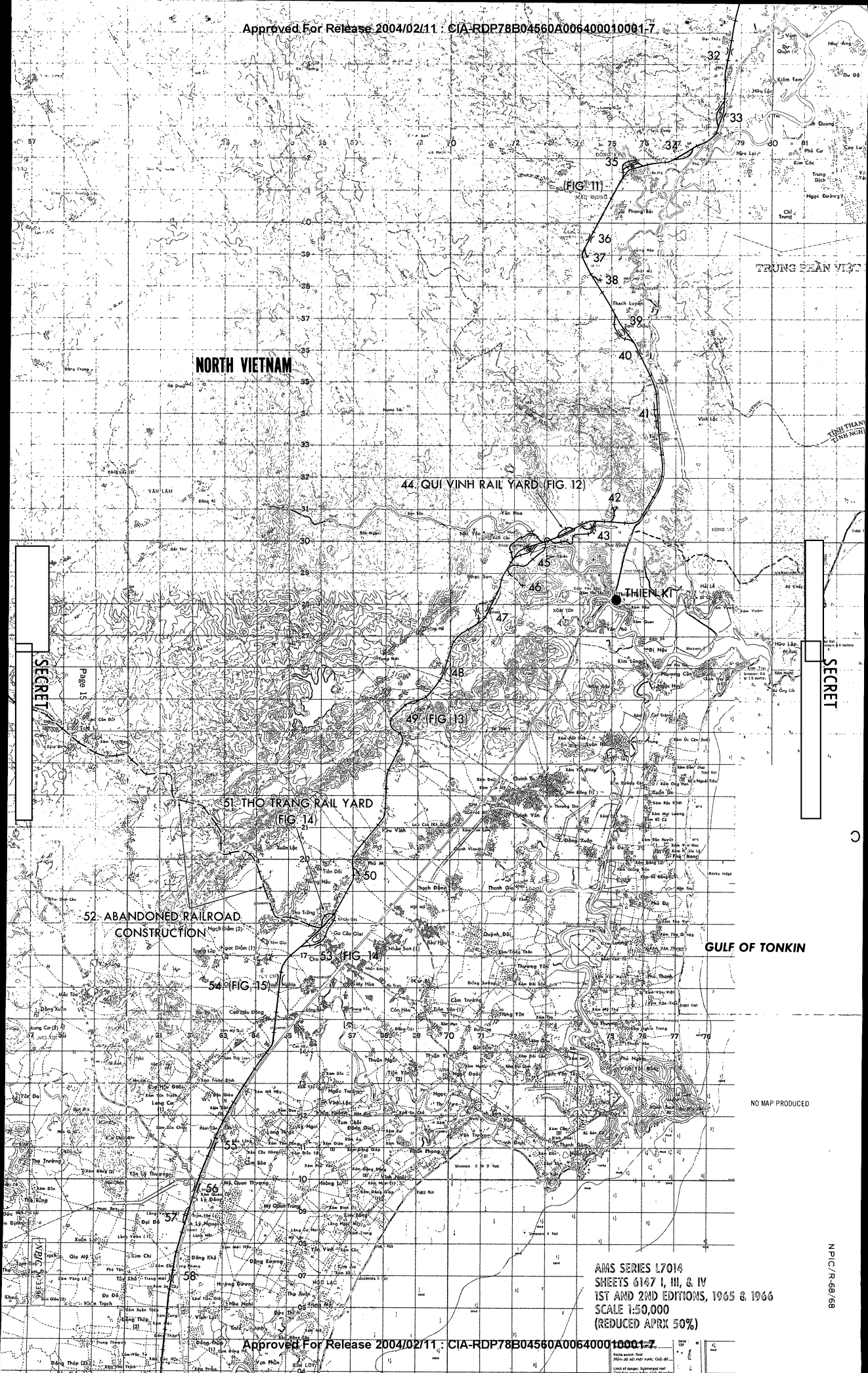


FIGURE 10. SON YEU RAIL YARD, NORTH VIETNAM

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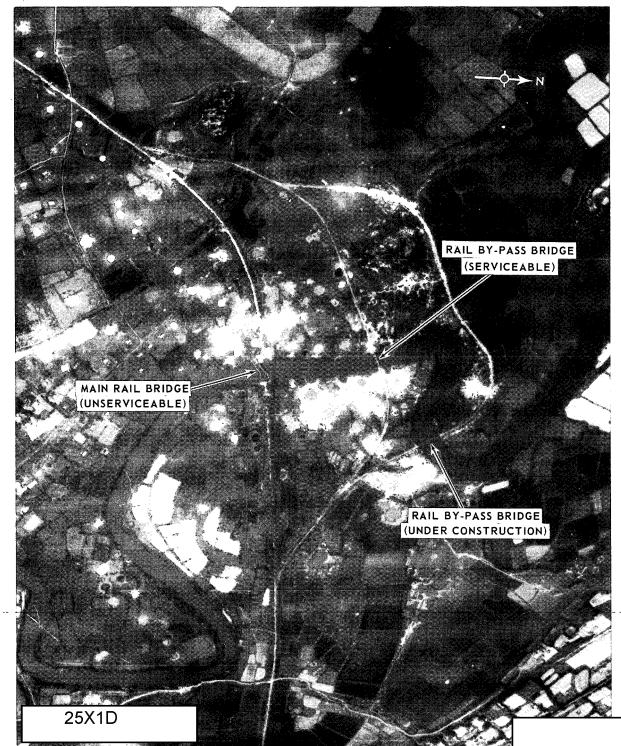
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SHEETS 6147 I, III, & IV
1ST AND 2ND EDITIONS, 1965 & 1966
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FIGURE 11. RAILROAD RIVER CROSSING, DAI THUY, NORTH VIETNAM

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32. Dai Thuy Rail Bridge, 19-24N 105-44E (WG786454). Serviceable two-span rail bridge over a stream.

33. Huu Loc Multiple River Crossings, 19-23N 105-44E. The main rail bridge (probably single span) at WG784433 is unserviceable, and the single-span rail by-pass bridge at WG783435 is serviceable.

34. Phu Cu Passing Track, 19-22N 105-44E (WG772421). Track is approximately 1,800 ft long and probably serviceable.

35. Hau Thon Multiple River Crossings, 19-22N 105-43E. The main rail bridge at WG756417 has been destroyed; the three-span rail by-pass bridge at WG756418 is serviceable; and a 13-span rail by-pass bridge is under construction at WG757419 (Figure 11).

36. Phong Bai Rail Bridge South, 19-20N 105-42E (WG743395). serviceable two-span rail bridge over a stream.

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37. Phong Bai Rail Spur South, 19-20N 105-42E. Serviceable rail spur extends SE from the main rail line and terminates at the base of a karst hill at WG741389.

38. Thach Luyen Rail Spur, 19-20N 105-42E. Serviceable rail spur extends SE from the main rail line and terminates at the base of a hill at WG747382.

39. Son Chau Multiple River Crossings, 19-19N 105-43E. The main two-span rail bridge at WG754366 is serviceable, and the two-span rail by-pass bridge at WG752365 is serviceable; however, the approach is interdicted at WG755364.

40. Son Chau Rail Bridge South, 19-19N 105-43E (WG758359). Serviceable four-span rail bridge over a drainage cut.

41. Vinh Loc Rail Spur, 19-18N 105-43E. Partially serviceable rail spur extends north and generally parallels the main line to its terminus at WG763343 near the base of a hill.

42. Tho Vinh Rail Spur, 19-16N 105-42E. Unserviceable spur extends north from the main line, bifurcates and terminates at WG750310 and at WG751310. The spur is interdicted in several places.

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43. Qui Vinh Multiple Stream Crossing NE, 19-16N 105-42E. The main two-span rail bridge at WG740305 is serviceable. The rail by-pass bridge (probably seven-spans) at WG744304 is serviceable. The rail by-pass also circumvents the Qui Vinh Rail Yard (Figure 12).

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FIGURE 12. RAIL YARD AND STREAM CROSSINGS, QUI VINH, NORTH VIETNAM

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44. Qui Vinh Rail Yard, 19-15N 105-42E (WG736302). Track is approximately 1,800 ft by 3 tracks wide (one track destroyed/dismantled). Two rail by-passes circumvent the yard (Figure 12).

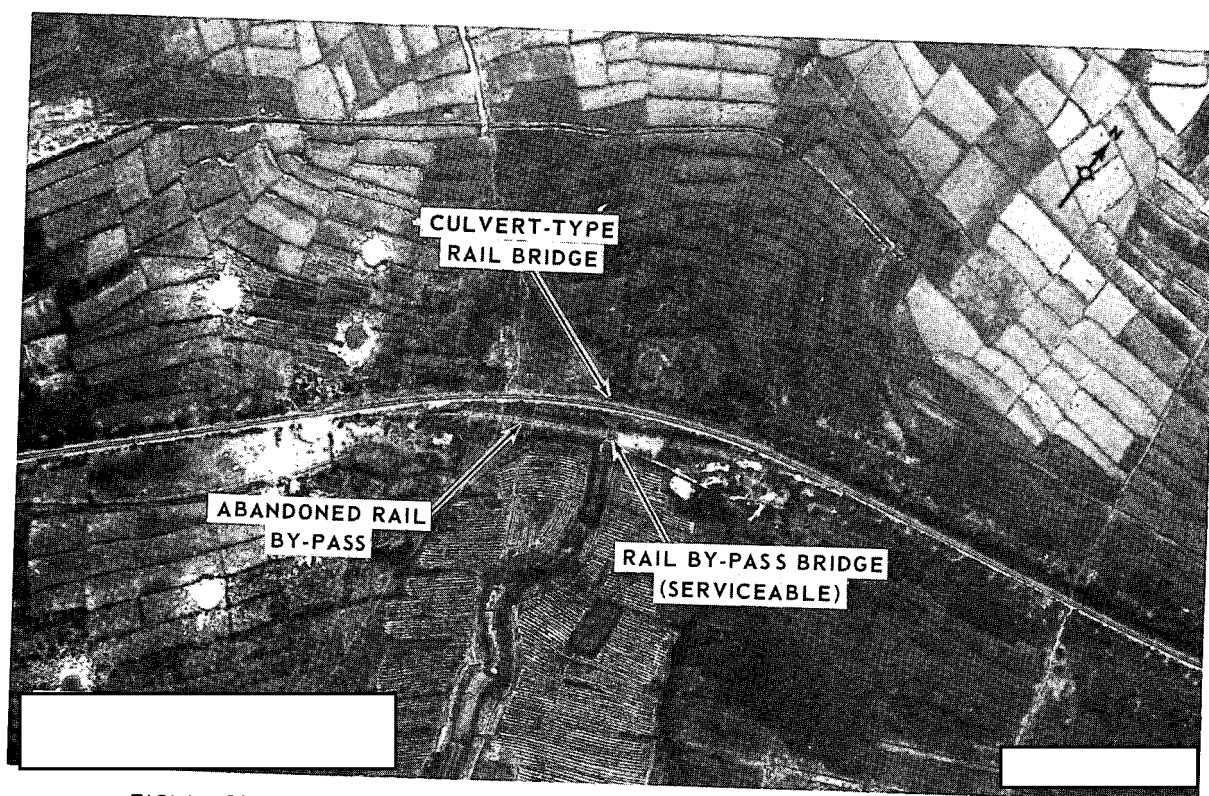
45. Qui Vinh Multiple River Crossings, 19-15N 105-41E. The main two-span rail bridge at WG724298 is partially destroyed. A destroyed rail by-pass bridge at WG724297 shows evidence of reconstruction. A serviceable seven-span rail by-pass bridge is at WG725302, and a destroyed nine-span rail by-pass bridge is at WG730299.

46. Qui Vinh Rail Spur Under Construction, 19-15N 105-41E. Rail spur is under construction extending SE from the main rail line and terminating at the base of a hill at WG723287.

47. Trang Ho Multiple River Crossings, 19-14N 105-40E. The main rail bridge (probably two-span) at WG711278 [REDACTED] appears serviceable. Construction appears abandoned on the rail by-pass bridge at WG707277.

48. Trang Ho Rail Bridge South, 19-13N 105-39E (WG698259). Serviceable single-span rail bridge over a drainage ditch.

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FIGURE 13. RAILROAD DRAINAGE DITCH CROSSINGS, TRANG MOI, NORTH VIETNAM

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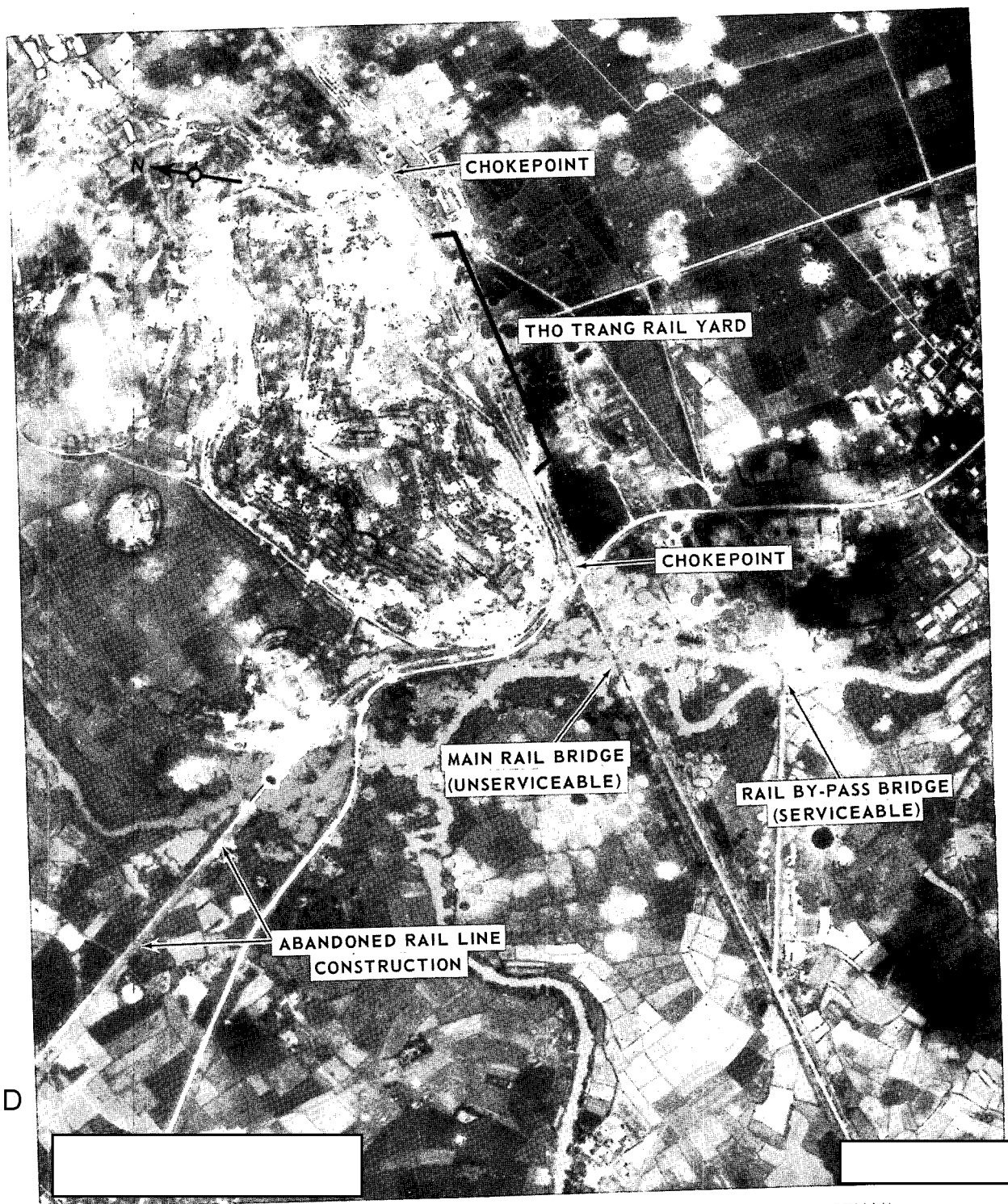
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FIGURE 14. RAIL YARD AND RIVER CROSSINGS, THO TRANG, NORTH VIETNAM

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49. Trang Moi Multiple Drainage Ditch Crossing, 19-13N 105-39E. The main culvert-type rail bridge at WG687249 is serviceable. Construction is abandoned on a rail by-pass SE of the main rail bridge. A serviceable single-span rail by-pass bridge is located at WG688248 (Figure 13).

50. Phu My Rail Spur, 19-10N 105-38E. A serviceable rail spur extends east from the main rail line and terminates at the base of a hill at WG671196.

51. Tho Trang Rail Yard, 19-09N 105-37E (WG661180). The yard is approximately 1,500 ft long by 3 tracks wide (only one track serviceable). A rail by-pass circumvents the yard to the east. An abandoned turning wye is north of the yard at WG666187 (Figure 14).

52. Tho Trang Abandoned Railroad Construction, 19-09N 105-37E (WG660178). Abandoned rail construction extends NW from the main rail line at 19-09N 105-37E (WG660178), generally paralleling Routes 194 and 116, and terminates at 19-18N 105-27E (WG476354), a distance of approximately 16 nm.

53. Tho Trang Multiple River Crossings, 19-09N 105-37E. The main four-span rail bridge at WG658177 is partially destroyed but there is evidence of reconstruction. The five-span rail bridge at WG658174 is serviceable (Figure 14).

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54. Thuan Nghia [REDACTED] Bridge, 19-08N 105-36E (WG647162). Serviceable three-span rail bridge over a stream (Figure 15).

55. Xom Dau Lang Rail Bridge, 19-05N 105-35E (WG626110). Camouflaged serviceable three-span rail bridge over a drainage cut.

56. Yen Ly Dong Rail Bridge, 19-04N 105-35E (WG622097). Serviceable three-span rail bridge over a canal.

57. Yen Ly Ngoai Passing Track, 19-04N 105-35E (WG619090). Track is approximately 1,800 ft long and serviceable.

58. Dong Khe Rail Bridge, 19-03N 105-35E (WG614069). A serviceable camouflaged rail bridge (probably two-span) over a stream.

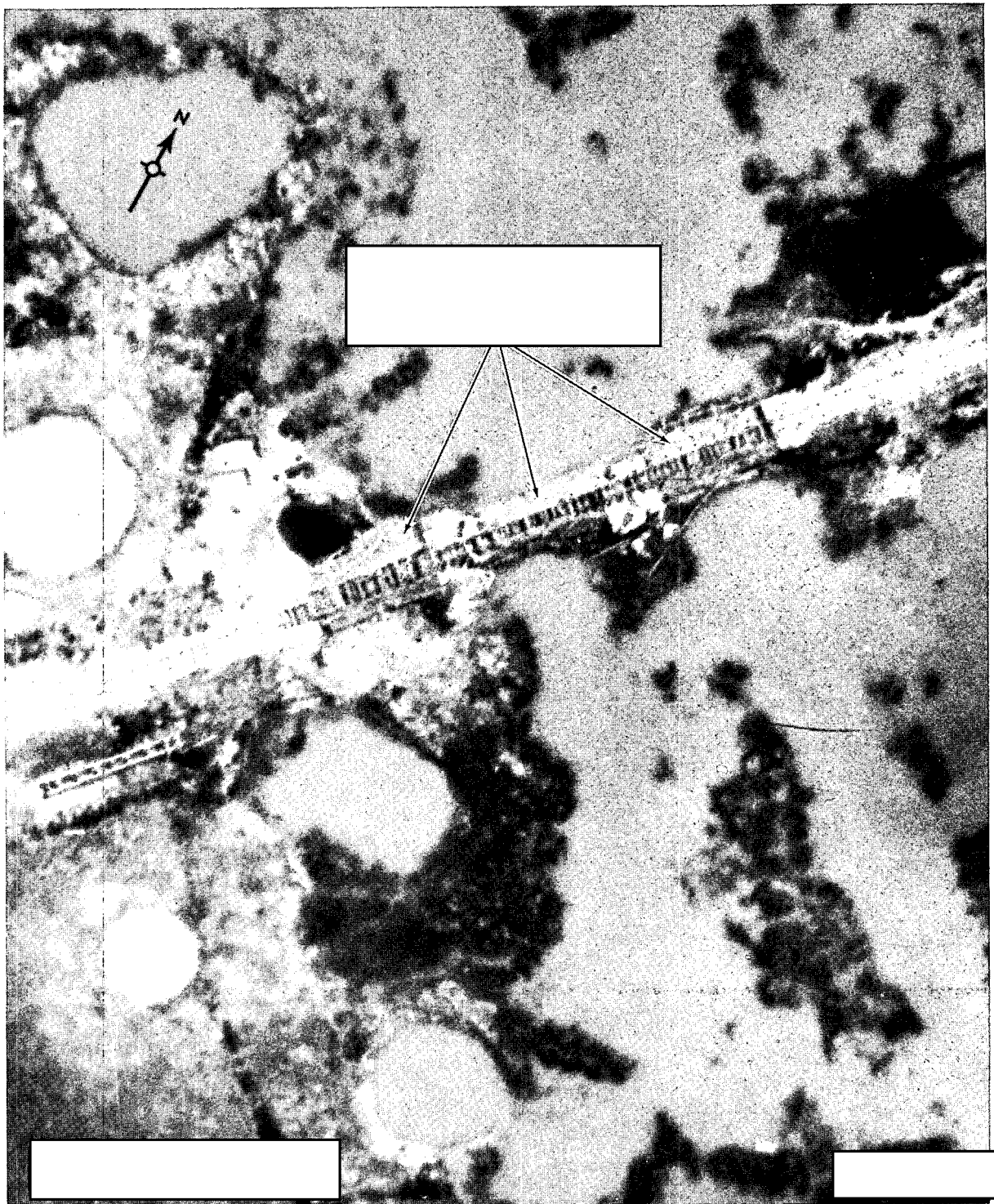
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FIGURE 15. [REDACTED] THUAN NGHIA, NORTH VIETNAM

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Sheet of map: 6146 III & IV
Scale: 1:50,000
Date: 1965
Approximate level of lowest low water
MÉT THUY ĐẠO CHUẨN
LA MÉT MÈN PHƯƠNG CHÔNG
LOCHNAP NHIET

GULF OF TONKIN

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NORTH
VIETNAM

72. VINH TRANSHIPMENT
AND STORAGE AREA
(FIG. 21)

71. VINH RAIL YARD AND
TRANSHIPMENT POINT
(FIG. 20)

TERMINUS OF RAIL LINE

ABANDONED RAIL LINE

AMS SERIES L7014
SHEETS 6146 III & IV AND 6147 III
1ST AND 2ND EDITIONS, 1965 & 1966
SCALE 1:50,000
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FIGURE 16. TRANSSHIPMENT POINT, XOM THO TRAI AREA, NORTH VIETNAM

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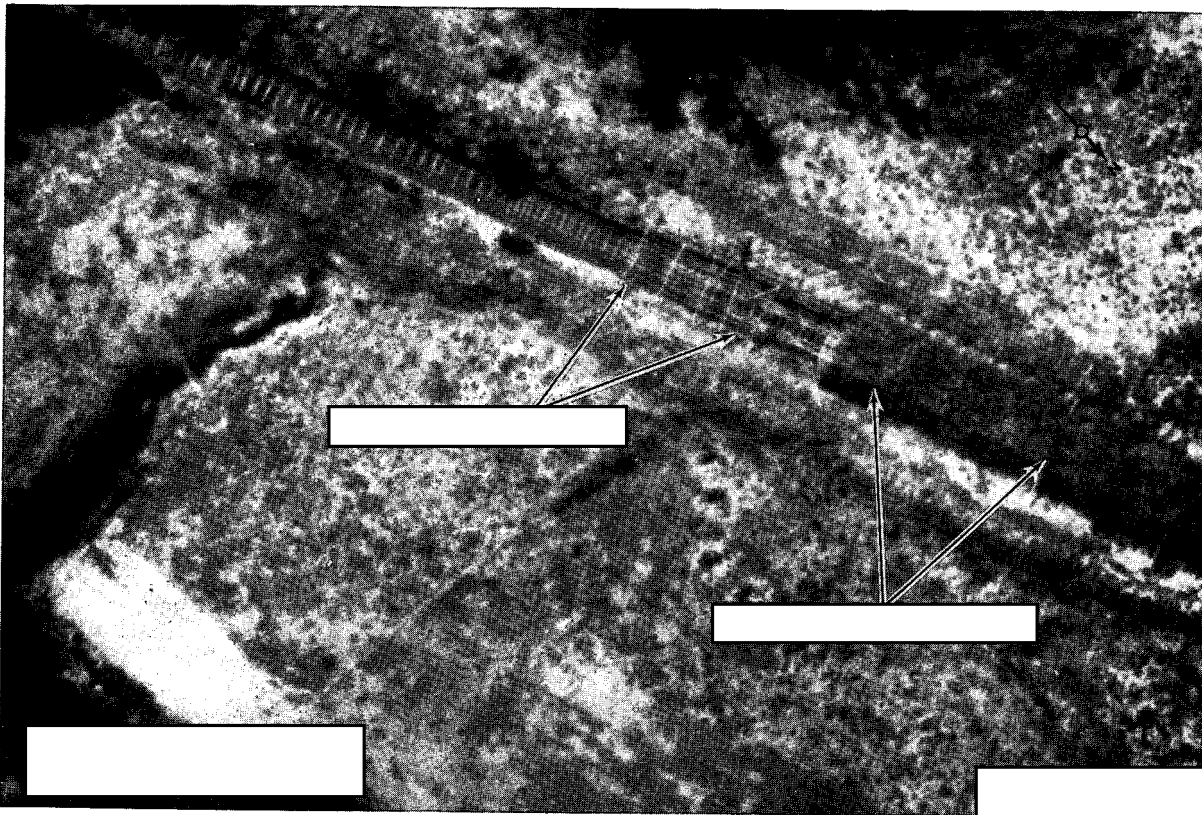
59. Kom Tho Trai Passing Track and Transshipment Point, 19-00N 105-34E (WG610016). Passing track is approximately 1,200 ft long. An 1,800 ft rail spur extends west from the main rail line. At least 16 supply storage points, some canvas covered, are observed adjacent to the passing track and the spur. Several short access roads extend from an unnumbered road to the spur. A short abandoned rail segment extends from the rail spur to the main line, and if this segment were serviceable, it would provide a turning wye (Figure 16).

60. Dong Phai Multiple Canal Crossings, 18-59N 105-34E. The main rail bridge at WG610006 is camouflaged and serviceable. A single-span rail by-pass bridge is under construction at WG612006.

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61. Trung Hau Rail Spur, 18-58N 105-35E. Serviceable rail spur extends SE from a rail by-pass and terminates at WF620986. The spur is [REDACTED] This is similar to the technique as shown in Figure 9, however, instead of the top covering being [REDACTED]

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FIGURE 17. [REDACTED] DIEM CHAU AREA, NORTH VIETNAM

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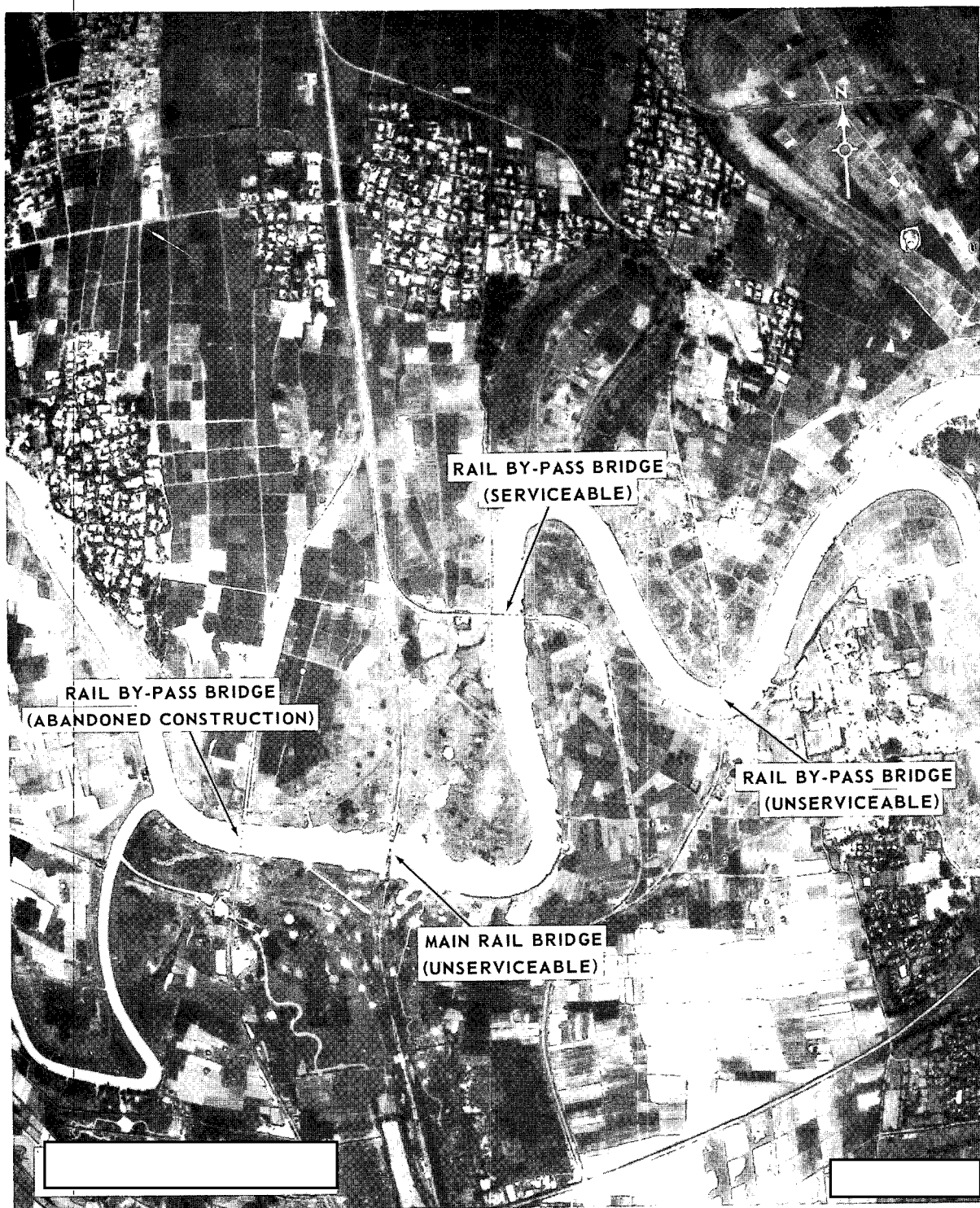
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FIGURE 18. RAILROAD RIVER CROSSINGS, PHU DIEN CHAU, NORTH VIETNAM

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62. Phu Dien Chau Multiple River Crossings, 18-58N 105-34E. The main three-span rail bridge at WF613978 has been destroyed but there is evidence of reconstruction. A six-span rail by-pass bridge at WF619980 is unserviceable with four spans missing; the seven-span rail by-pass bridge at WF615980 is serviceable. The construction on a nine-span rail by-pass bridge at WF610978 has apparently been abandoned (Figure 18).

25X1B63. Can Sinh Rail Bridge, 18-57N 105-35E (WF618961). Serviceable rail bridge (probably two-span) over a drainage cut.

64. Can Sinh Rail Spur, 19-57N 105-35E. Serviceable rail spur extends NE from the main rail line and terminates at WF624960. A second spur is under construction SE from the first spur and terminates at WF625957.

65. Station My Ly Rail Bridge, 18-54N 105-36E (WF636899). Serviceable camouflaged rail bridge (probably single-span) over a drainage cut.

66. Station My Ly Passing Track, 18-53N 105-36E (WF637894). Track is approximately 1,800 ft long. Station building has been destroyed. Serviceability of the passing track cannot be determined.

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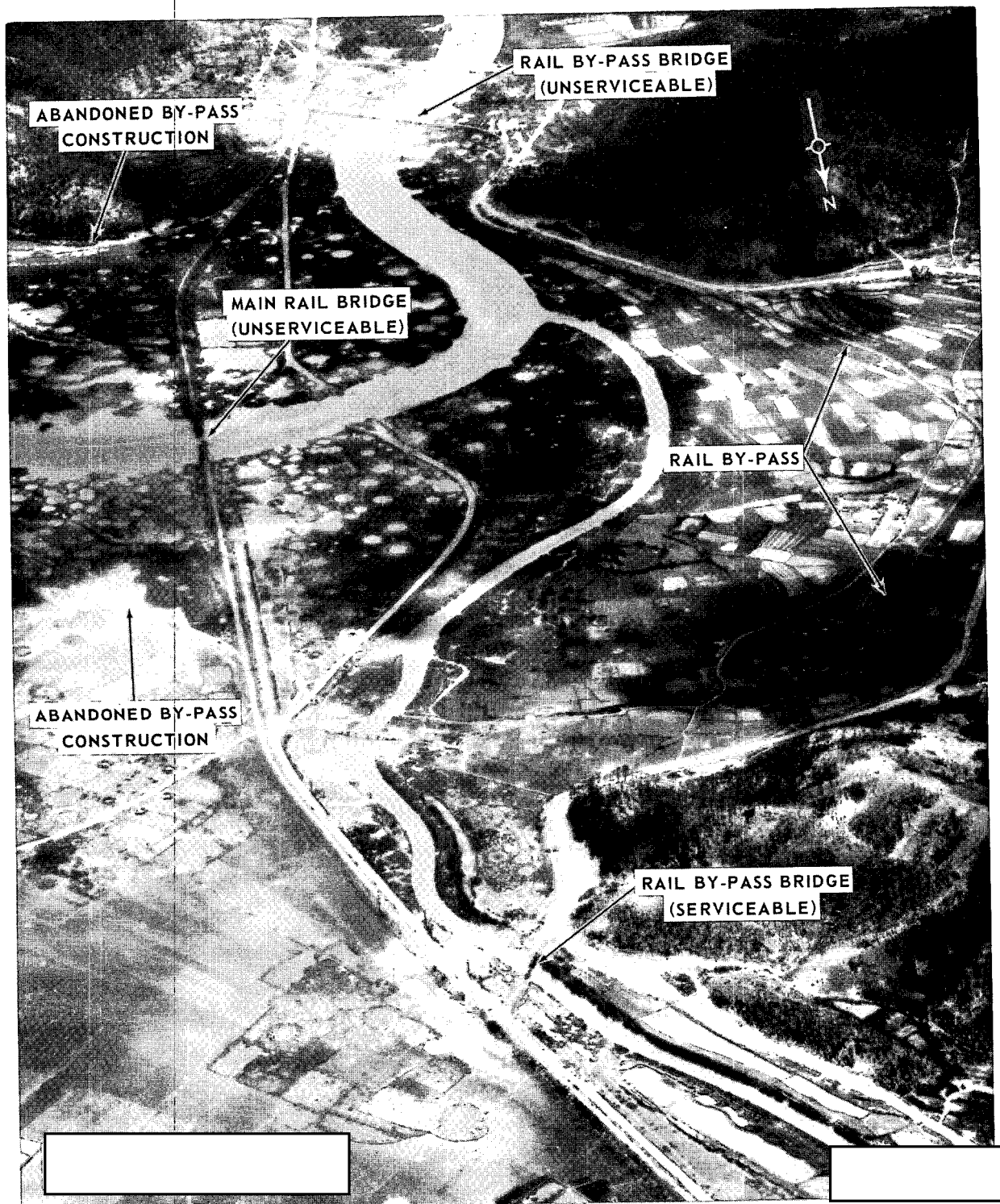


FIGURE 19. RAILROAD RIVER CROSSINGS, TRAI CU, NORTH VIETNAM

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67. Trai Cu Multiple River Crossings, 18-50N 105-39E. The main multispans rail and highway bridge at WF691839 is partially destroyed. The three-span rail by-pass bridge at WF688848 is serviceable. However, on the same rail by-pass the 14-span rail bridge at WF689831 is partially destroyed. Construction appears abandoned on a rail by-pass bridge at WF695836 (Figure 19).

68. X Dong Vong Rail Bridge, 18-49N 105-39E (WF698815). Serviceable single-span rail bridge over a drainage ditch.

69. X Van Hanh Passing Track, 18-46N 105-39E (WF686765). Track is approximately 1,700 ft long and serviceable.

70. X Dong Rail Spur, 18-43N 105-40E. Serviceable rail spur extends SE from the main rail line, parallels the east side of Route 1A, and terminates at WF706696.

71. Vinh Rail Yard and Transshipment Point, 18-41N 105-40E (WF704660). The original yard was approximately 2,100 ft by 4 tracks wide. All facilities have been destroyed and only 2 tracks remain serviceable. A turning wye and three short rail spurs north of the yard appear abandoned. The transshipment point, consisting of a vehicular turning circle, is adjacent to and east of the rail yard (Figure 20).

72. Vinh Transshipment and Storage Area, 18-41N 105-39E (WF701657). Rail-served area at the site of a destroyed/dismantled army barracks consists of a loop service spur and one short spur. Stacks of unidentified supplies are on two of the remaining barracks foundations and also adjacent to the short spur. The area is served by a well used road network which connects to the Vinh road-to-water transshipment area at WF708633 (Figure 21).

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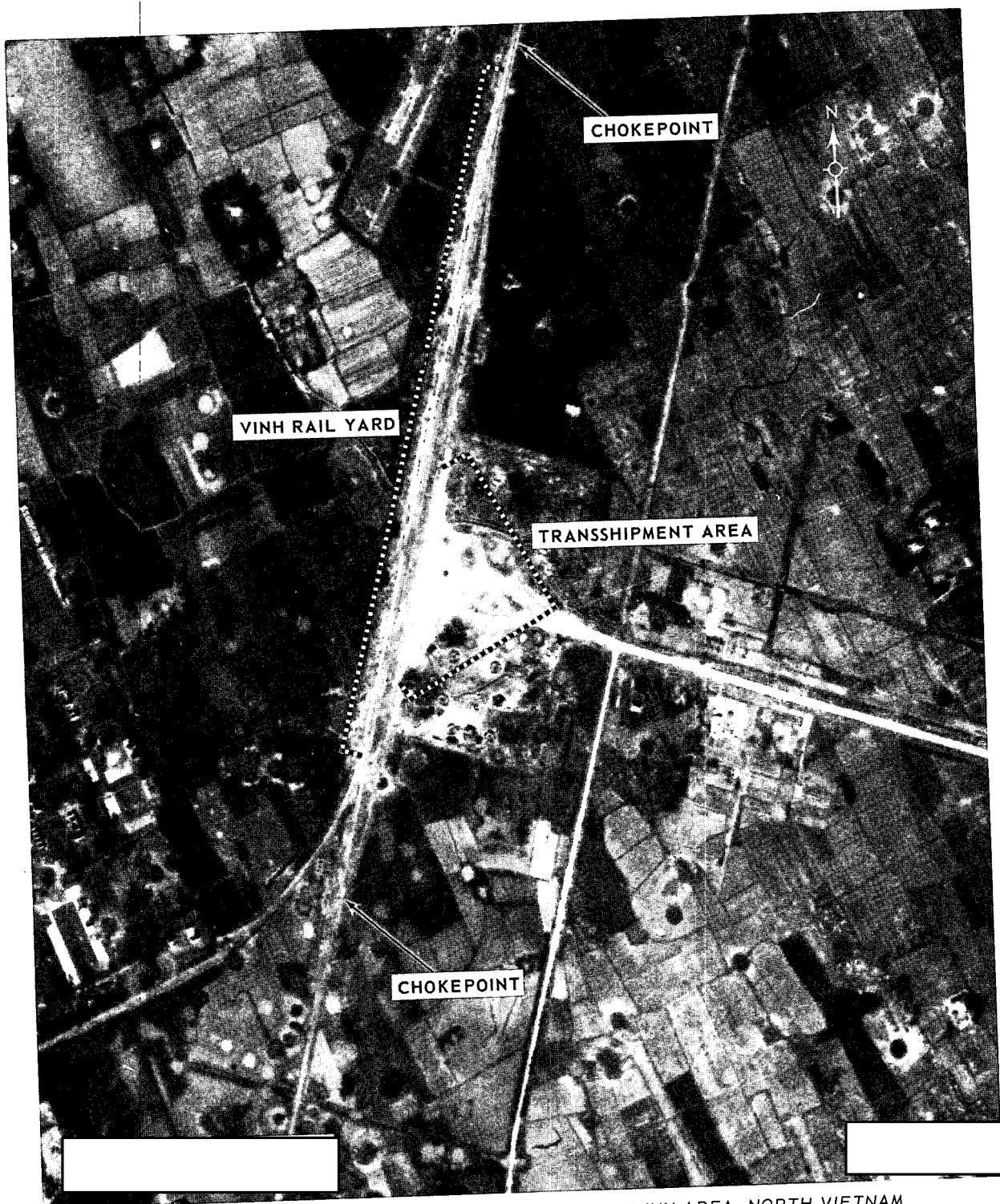


FIGURE 20. RAILYARD AND TRANSSHIPMENT POINT, VINH AREA, NORTH VIETNAM

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FIGURE 21. TRANSSHIPMENT/STORAGE AREA, VINH AREA, NORTH VIETNAM

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